

Prince Edward Island; it was a coaling station, and Her Majesty's ships passed in and out frequently. At present it is nearly filled up with sand, for the want of proper care and attention. The people there mostly depend on fishermen, and it is in such a state that even boats can hardly pass in and out. I will read an extract from a speech made by Hon. Senator Haythorne, in which he referred to this harbor:

"In a state of nature Prince Edward Island possessed very many valuable harbors on its north coast which, for many years past, since the settlement of the country, have silted up at their entrances with sand and other debris, and this has been the case with the harbor called Tracadie, concerning which I have given notice. There is a large area of land-locked water there, inside of the harbor, round which reside a numerous and enterprising body of fishermen. The industry of these men is now very much confined to boat-fishing, whereas, in former times, notably during the time of the French occupation, vessels of considerable burden used to frequent the harbor; and not only so, but vessels that had the misfortune to be caught in storms off the coast frequently sought safe refuge in Tracadie harbor from the winds and waves * * *. I think it will cause a good deal of disappointment if nothing is done for this particular harbor. I should like to add that the action of the Government of late years, with reference to several other harbors similarly situated on the coast of Prince Edward Island, has been very successful, that the silting up of the bars has not only been arrested, but they have been very considerably deepened in many instances, and I believe as a rule the works lately constructed have withstood the winds and waves remarkably well. There is, therefore, the greater encouragement to repeat the experiment with regard to Tracadie harbor, and as the harbors east and west of this particular one have been successfully treated, it is hoped that the same will be done with regard to Tracadie."

I may call the attention of the Government to the fact that the people living all along the north shore from St. Peter's to New London Harbor mostly gain their livelihood by fishing, and if this harbor were dredged out it would be a very great benefit to them. I believe there have been surveys made of it, and the people have been led to believe that the matter would be taken up by the Government. I may say, for the satisfaction of the Government, that nine out of ten of the people who live around this harbor are Conservatives; and if by telling the Government this fact I can be the means of getting this matter considered, I am very glad to do it.

Motion agreed to.

NOVA SCOTIA CENTRAL RAILWAY.

Mr. EISENHAUER moved for:

All correspondence between the Government and Nova Scotia Central Railway Company relating to a subsidy for said railway; also the report of the Government engineer sent to examine the work.

He said: Mr. Speaker, I desire to call the attention of the Government, and more particularly the attention of the hon. Minister of Railways, to the reason he gave in his place in Parliament, last Session, for not bringing down a measure of relief to the Nictaux and Atlantic Railway then, and also to remind him of the pledge he then gave that the Government would make provision for the road next Session. It will, no doubt, be within the recollection of those hon. gentlemen who sat in this House during last Session, when the Government resolutions providing for subsidies to some thirty odd railways, that the Nictaux and Atlantic road was referred to by Mr. Woodworth, then member for King's. The hon. leader of the Opposition, the hon. member for Guysboro' (Mr. Kirk) the hon. member for Grenville (Mr. Shanly) and Mr. Vail, then member for Digby, advocated a subsidy for this road. It seems, however, that the hon. Minister of Railways was not present when the road was referred to on the 28th of May. I will just read a few extracts to show what occurred in this House last Session with regard to this road. Mr. Woodworth, speaking on the evening of the 28th May, said:

"What did the Government do, this argus-eyed Government, when fifty members of the House of Commons signed a memorial to the
Mr. WELSH.

Government begging them in the name of Heaven to help the western part of the Province of Nova Scotia—the Nictaux and Atlantic road, which is lying there in a state of utter collapse, with the sleepers rotting, an attempt having been made to build this road ever since 1877, the company having received a subsidy from the Local Government which was, however, totally inadequate to complete the undertaking. This argus-eyed Government did not turn their eyes in that direction. The hon. member for Lunenburg (Mr. Kaulbach) implored them almost on his knees to listen to this memorial, which graphically portrayed the extent of that road, and its necessity, which gave the report of Martin Murphy, the Provincial Engineer of Nova Scotia, extracts from which showed the absolute necessity of the road and that the counties of Shelburne, Queen's and Lunenburg had no railway communication with the outside world. I do not mean to say that they have not touched it. I do not know what goes on in that great Saubedrin in the Eastern Block. I do not know what they say or do, or what may be in their minds now. They may bring it down; but the observation of the hon. member for Hants (Mr. Allison) has brought to my notice the fact that these men do not require any representation; when they see a great and necessary work like this, they bring it down. If they do not, I think the western counties of Nova Scotia will speak out with no uncertain sound. I think they will have something to say about this argus-eyed Government."

After Mr. Woodworth finished his speech several other gentlemen advocated the claims of the road. On the following day, the hon. Minister of Railways, who appears, from his remarks, not to have been present when the discussion was going on, said:

"I would like to say that while I was absent last night—not being able to be out very much in the evening—my hon. friend from West Durham (Mr. Blake), and my hon. friend from Prescott (Mr. Shanly), stated that a certain road in Nova Scotia was of very great importance in that section of the country. I regret, Sir, that I had not been informed of it earlier, so that this road could have been placed on the list of those subsidised by this Bill. I will say, however, that the Government will be prepared to come down with a measure of relief for this road next Session."

I am informed that Mr. Kaulbach did not then stop his efforts on behalf of this road, but continued to urge the Government to grant it aid. In view of the memorial, signed by fifty members of the House last Session, and the discussion which had taken place on the floor of this House previously, it seems very strange that the hon. Minister was ignorant of the claims of this road up to the 29th of May. Now, the question arises, what became of this memorial? Perhaps it was put into one of the pigeon-holes in the hon. gentleman's office; it may possibly be that the hon. gentleman never saw it. I must say I am at a loss to reconcile his statement that he had not been informed of the claims of this road with all these facts to which I have alluded. Now, it seems to me that the Government had no intention of making any provision for the road previous to the vigorous speech of Mr. Woodworth on the 28th of May, in which that gentleman denounced the Government in strong terms for overlooking its claims. I think it was only after Mr. Woodworth gave the Government to understand that those western counties would have something to say about the matter, that they promised to reconsider it favorably this Session. I am sure I need not dwell on the great importance of this road and the claims it has for public aid. Mr. Murphy sets forth its claims very fully, and I find by the *Official Debates* that they were also fully discussed in this House. When we consider that the Government last Session subsidised upwards of thirty different railways, five or six of which are situated in Cape Breton and Prince Edward Island, and, so far as I am aware, roads on which not a sod was turned or for the construction of which no company was organised, I think the Nova Scotia Central was fully entitled to consideration. That railway was commenced ten years ago, and up to last year a very large number of bridges and culverts had been built, and the road is well forward. But for the want of aid the company have been obliged to proceed very slowly. I think it is not necessary for me to say much more at present, for I hold that the Government are committed to providing a subsidy for this road. The people of the county I represent expect it, and I am sure the Government can-